



City of Seattle

Mike McGinn, Mayor

Seattle Freight Advisory Board

Warren Aakervik, Chair

Linda Anderson

Bari Bookout

Katherine Casseday

Anne Goodchild

Terry Finn

Chris Martin

David Mendoza

Mike Sheehan

Cameron Williams

The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution
31243

Seattle Freight Advisory Board Meeting Minutes

Date/Time: November 20, 2012 / 9:30 a.m.

Location: Seattle City Hall, L280

Members Present: Warren Aakervik, Linda Anderson, Bari Bookout, Katherine Casseday, Terry Finn, David Mendoza, Mike Sheehan

Guests Present: Dan Graynski (Fehr and Peers), Neal Komedal (Seattle Bicycle Advisory Board), Don Brubeck (West Seattle Bike Connections), Thomas Noyes (WSDOT), Max Chan (UTU), Allegra Calder (Seattle Bicycle Advisory Board), Lydia Heard (Seattle Pedestrian Advisory Board)

City Staff Present: Dongho Chang, Ron Borowski, Tracy Krawczyk, Mary Rutherford, Jonathan Dong, Kevin O'Neill, Michael James, Kristen Simpson (all SDOT), Geoff Wentlandt (DPD).

1. Welcome and Introductions

Board members, City staff, and other attendees introduced themselves.

2. Public Comment

There was no public comment.

3. Approval of minutes

The Board approved the October 2012 minutes.

4. Chair's Report and Announcements

Warren asked members whether the board wanted to comment on scoping for the arena EIS. Board members will review their previous arena letter to see if they want to make additional comments.

Warren asked when scoping would begin for the Freight Master Plan. Tracy Krawczyk, Director of SDOT's Policy and Planning division, responded that the full scoping effort, building on the outline presented at the October meeting, was planned to start in the second half of 2013.

5. Coal Train Study

Mary Rutherford from the Seattle Department of Transportation (SDOT) presented information about a recently completed study of potential coal train impacts on traffic. Copies of the study and presentation are available here:

<http://www.seattle.gov/transportation/coaltrainstudy.htm>

Comments and questions included:

- Questions about the source of total number of trains using the crossings (Mary Rutherford sent the data to board members after the meeting).
- Empty trains can return via Stevens Pass.
- Mainline train traffic moves faster than train traffic that is switching.

6. Ballard to Interbay Corridor Study

Geoff Wentlandt, from the Department of Planning and Development (DPD), described the land use study DPD is conducting. The purpose is to look comprehensively at future uses instead of reviewing comprehensive plan amendments and zoning request changes one at a time. The study is focused on the Elliott Avenue West/15th Avenue West/15th Avenue NW corridor; it is not a full neighborhood plan. Michael James, from SDOT, described the relationship between DPD's study and the high capacity transit planning for the corridor that will begin next year. More information about the DPD study is available here:

<http://www.seattle.gov/dpd/planning/envisioninginterbay/Overview/>

Comments and questions included:

- Traffic modeling should be part of the study – this is an important corridor for freight.
- Ballard is growing rapidly and this will have a cumulative effect on traffic, including freight.
- Is this an opportunity to look at freight-only lanes?

7. Broad Street

Jonathan Dong and Dongho Chang of SDOT described proposed changes to Broad Street between 1st Avenue and 3rd Avenue. Broad Street is a Major Truck Street and also carries a high number of bus trips. A copy of the presentation is available here:

<http://www.seattle.gov/sfab/meetingpresentations.htm>

The proposed changes would include:

- Install one westbound Business Access and Transit (BAT lane) on Broad Street between 1st and 3rd Avenues
- Install a 5-ft eastbound bike lane
- One eastbound lane was planned to be removed, but SDOT will look at options to keep the lane and return to the Board with more information.
- Install left-turn pocket at 2nd
- Remove parking (total: 24 spaces)
 - Between 1st and 2nd (south side only – 6 spaces)
 - Between 2nd and 3rd (both sides - 13 spaces)
 - 1st Avenue (west side north of Broad Street – 5 spaces)
- Widen eastbound general purpose lane (to 12 ft)
- Remove bus stops on Broad Street

Based on feedback received at the meeting, the right turn lane on Broad approaching 1st will be lengthened and the turning radius will be evaluated for freight activities.

It was agreed that SDOT would come back to freight board with revised diagram to show existing channelization and proposed channelization.

There were questions from freight board about vehicle counts and request that updated counts be done to accurately reflect impacts of cruise traffic and the impacts over Mercer Corridor changes. The most recent counts were from February 16, 2010.

8. Bicycle Master Plan Update

Kevin O'Neill from SDOT gave an update on the Bicycle Master Plan update. A copy of the presentation is available here:

<http://www.seattle.gov/sfab/meetingpresentations.htm>

There was a discussion of multi-modal corridors, which are corridors where multiple modal priorities overlap (e.g. a Major Truck Street that is also a Transit Priority Corridor or a bicycle corridor) and Kevin agreed to continue the discussion of multimodal corridors with the board at future meetings.

Other questions and comments included:

- The Board appreciates the direction the plan is taking and the opportunity to comment.
- Education programs are an important part of bicycle safety, especially encouraging predictable behavior by all roadway users.

9. Adjournment

The meeting adjourned at 11:30 am.